

# African Research Review

---

An International Multidisciplinary Journal, Ethiopia

Vol. 6 (4), Serial No. 27, October, 2012

ISSN 1994-9057 (Print)

ISSN 2070--0083 (Online)

DOI: <http://dx.doi.org/10.4314/afrrrev.v6i4.4>

---

## **Analysis of Socio-Political Implication of Infrastructural Decay in Nigeria** (Pp.40-58)

**Uhunmwuango, S. O.** - Institute of Public Administration &  
Extension Services, University of Benin, Benin City, Nigeria

E-mail: [Uhunmwuango4you@yahoo.com](mailto:Uhunmwuango4you@yahoo.com)

GSM Nos. +2348059022296; +2348028503165

&

**Ekpu, Christopher** - Department of Political Science and Public  
Administration, University of Benin, Benin City, Nigeria

E-mail: [ekpuchristopher@yahoo.com](mailto:ekpuchristopher@yahoo.com)

GSM No: +2348077031787

### **Abstract**

*The aim of this paper is to critically analyze the decay in infrastructural facilities in Nigeria. The state of infrastructures and its decay in Nigeria has remained a matter of great concern arising from the fact that infrastructural functionality plays a pivotal role in the socio-economic well being of the populace and the overall growth and development process of the economy. There is no gain saying the fact that adequacy of functional infrastructure is necessary for a growing economy like that of Nigeria. The state of this decay has become so bad that analysis carried on the ratio of 'functional*

*infrastructure' to the need for it by both the individual and the corporate bodies revealed that it is grossly inadequate. The analysis further reveals that over ninety percent of the corporate institutions and over forty percent of individual now resort to meeting their own infrastructural needs than to depend on the government to provide these basic needs to the generality of the populace. In the light of the aforementioned, this study on the 'socio economic implication of infrastructural decay in Nigeria' focused attention more on trying to critically appraise the effectiveness of infrastructural facilities in the nation, providing an insight into how weak the various organs of the federal and the state governments are in terms of provision of infrastructures in Nigeria. This study further aimed at reviewing the reasons for the under-funding and failure of the federal government to address the systemic problems and corruption in the Nation that led to a significant infrastructural deficit. This study is divided into several sessions for ease of understanding of the subject matter with a view to succinctly dealing with the issues. Conclusion was drawn based on the findings with few recommendations.*

**Keywords:** Nigeria, Decay, Network, Money, Corruption, Infrastructure

## **Introduction**

The state of infrastructures in Nigeria has remained a matter of concern given the importance of infrastructures in the economic well being of the populace and the growth and development process of the economy. Unfortunately, various performance indicators in respect of these infrastructural facilities point to the fact that their performance remained unsatisfactory. It seems to be a well known fact that infrastructural facilities in this country are grossly inadequate to meet the need of industries; both old and new, and the population. Arosanyin (2007) observed that existing industries have to provide their own water by digging boreholes, generate their own power through the provision of stand-by generators for electricity supply. For new investments projects cost has to include the cost of providing these utilities in the new factory site.

Available data on consumer price index seems to suggest that the rate of price changes in infrastructures – related commodities might have had the influences of the law of supply that associates price includes with inadequacy of supply. It is interesting to note that price levels for infrastructures appears to be lower in the rural areas as against the level of activities in urban areas. CBN (2008) while investigating how infrastructural constraints affect the

performance of the manufacturing sector in Nigeria submitted that the performance of some of the key infrastructural facilities has been very poor. Since the inception of the previous administration in 1999, a lot has been said about the need to regenerate the economy and reposition the country in the fast emerging new order of globalization. This, the government set out to achieve by setting up of host of agencies charged with the responsibility of creating and funding small and medium scale enterprises as the bedrock of the new economic regeneration as well as the privatization of public enterprises for effectiveness and productivity. The idea behind this policy thrust of the government is quite commendable and worth supporting but the intriguing thing is the fact that, in the actualization of this laudable initiative, the cart seems to have been placed before the horse. For all we know, this is a misnomer and will only result in the birth of a malformed child whose future is destined for doom before delivery.

For agrarian economies like that of Nigeria, rural infrastructure is critical to both economic and social development. According to Natufe (2006), absence of rural infrastructures thwarts growth, and typically the poor are hurt the most.

World Bank Development Report (2008) made the economic case of rural infrastructure as follows:

When there are adequate communication networks, road, storage facilities, and electricity, farmers can obtain the information they need to grow the most profitable crops, store them, move them to market and receive the best prices for them. Today, up to 15 percent of production is lost between the farm gate and the consumers because of poor roads, and storage facilities, thus reducing incomes to farmers and raising costs to urban consumers. As cities grow, the need for infrastructure becomes all the more important (World Bank, 2008: 41).

## **Problem**

Infrastructure has effects on poverty. Drawing from Perrow (2007), argued that infrastructure problems can affect the poor disproportionately such that those that are poor are forced to obtain more expensive or less safe alternative. Logic suggests that higher income groups will capture the best services available. The negative environmental effect of inadequate infrastructures like air and water pollution is most evident in densely

populated inner cities, where the poor are concentrated. In proffering solution to the above problems, the study also seeks to answer the following questions.

- (i) To what extent do the poor masses seek redress of these injustices inflicted on them by the government?
- (ii) How does the federal government intend to solve this problem of infrastructural decay in Nigeria?
- (iii) How functional are the existing infrastructural facilities in Nigeria?

### **Objective**

The broad and specific objective of this paper is basically to appraise the effectiveness of infrastructural decay in the Nigeria nation. The specific objectives are to provide an insight into how weak the federal and the state governments are in terms of provision of infrastructural and sustainable development in Nigeria.

### **Analysis of infrastructural decay in Nigeria**

#### **(a) Infrastructural decay and political and economic growth**

The economic growth of a nation is no doubt dependent on the availability of functional infrastructures such as energy, roads, railways, water supply, education and a host of other amenities that converge to provide the required environment for the free flow of goods and services across the length and breadth of the country. Since the inception of democracy in 1999, a lot has been said about the need to regenerate the economy and reposition the Nigeria economy in the fast emerging new order of globalization. This, the government set out to achieve by setting up a host of agencies charged with the responsibility of creating and funding Small and Medium Scale Enterprises as the bedrock of the new economic regeneration as well as the privatization of public enterprises for effectiveness and productivity. The idea behind this policy thrust of the government is quite commendable and worth supporting, but the intriguing thing is the fact that in the actualization of this laudable initiative, the cart seem to have been placed before the horse. For all we know, this is a misnomer and will only result in the birth of a malformed child whose future is destined for doom before delivery (Okhakhu, 2009).

With the inauguration of this present government, which has promised to continue with the reform agenda, a critical look must be taken on the direction of the reform since its inception. In clear terms, for the reform agenda of the government to yield the anticipated result, the present infrastructures in their decay states must be resuscitated as a matter of priority and urgency. The cardinal place of infrastructure in an economy was underscored in the United States of America by the Infrastructure Improvement Act of (2006) in March of the same year 2006 in the Senate to focus on the deteriorating conditions of drinking water systems, roads, bridges and other basic works in the US. The US National Infrastructures Improvement Act defines infrastructure as normality and facilities including water supply and distribution system, waste water collection and treatment facilities, surface transportation facilities, mass-transit facilities airports and airway facilities, resources recovery facilities, waterways, levees and related flood-control facilities, docks or ports, school buildings and solid waste disposal facilities. This act established the National Commission on Infrastructure of the United States, charged with ensuring that the nation's infrastructure meets current facilities for economic growth (Okhakhu, 2009).

A major reason why developed and industrialized countries are more productive is the fact that infrastructure performance was generally much between in advance industrial countries in developing and transition economies a main cause of deteriorating infrastructure performance was underinvestment, which was largely due to the failure of governments to prescribe cost reflective tariffs especially during the periods of high inflation under state ownership. Prices to levels that could not cover the investment needed to meet growing demand. This problem was deferred as long as governments were able to provide subsidies and international financial institutions were willing to bail them out. But years of underfunding and failure to address systemic problems and corruptions in the case of Nigeria in particular, led to a significant infrastructure indifference, constrained domestic growth, impaired international competitiveness and discouraged foreign investment (World Bank, 2008).

#### **(b) Urban issues and habitation**

A look at our roads from north to west, from east to the south will reveal that if an urgent attention is not given to this all important aspect of this economic rejuvenation not so much can be achieved. Infrastructural development must

be accorded a high priority in the country by this new government to be able to get close to its vision (2020) target. A trip through the East – West roads will tell the most deplorable state of our roads all over the country. A journey of only three hours from Lagos to Benin City now takes a whole day and sometimes two, with instances of trailers, lorries and containers falling and completely blocking the road from traffic movement, leaving drivers, commuters, goods and services stranded for hours combined with some drivers navigating their ways through some undefined bush parts not without opportunistic youths mounting toll gates leaving these commuters with no choice than to part with money to be able to move on. This definitely will discourage any domestic or foreign investor who is aware that the movement of goods and services are not guaranteed. A well laid out road country to link the rural areas to the urban areas, connecting all the hinterlands to provide impetus for development such as factories, hotels, school, hospitals, etc in places away from the city hubs, thereby reducing urban migration and its attendant crime wave and other vices (Uhunmwuango and Epelle, 2007).

**(c) Money laundering and infrastructural decay**

Britain recovered £40 million suspected to have been stolen by some Nigerians. The money was recovered through the UK Judicial System in 2008, the fight against money laundering according to the Lord Mayor of London (Lewis, 2008). Mr. Lewis told journalists in Abuja (2008) after visiting some ministries that the £40 million was different from the £150,000 confiscated from former Governor of Plateau State, Chief Joshua Dariye, and just handed over to the Federal Government. According to him, “I gave two cheques yesterday (Wednesday 2008) to the Attorney – General of Nigeria and that is £150,000 that money was recovered through Judicial channel in London from the former Governor of Plateau State” (Wikipedia, 2011).

Mr. Lewis said that there would be no contribution attached to the return of the money adding that once the judicial process was in accordance with the UK law, the loot would be returned. The mayor, who was in Nigeria to strengthen business links between the two countries, also said Nigeria required about \$500 billion to tackle its infrastructural decay. He further said, for Nigeria to achieve vision (2020) it must liberalize its market and change the perception already built about security and corruption to attract foreign investors.

**(d) Infrastructure and vision 2020**

On how Nigeria would get \$500 billion to tackle the problem of infrastructure, Mr. Lewis stated that “an estimated amount of \$500 billion is required and this is not coming from any country” (Lewis, 2008). Infrastructure is built on finance in a number of different ways, sometimes through the capital market, bank loans and stock exchange and through public private partnership. On the liberalization of Nigeria market to achieve vision 2020, if you look at Nigeria economy for the past 10 years, there is no doubt that the economy is achieving a huge success. Inflation appears to be under control but there are challenges. Everybody is aware of security and corruption. For instance, if Nigeria wishes to achieve vision 2020, we need to liberalize our market. The perception of investment in this country needs to be more business friendly. So if you wish to attract foreign investors, you need to make the international communities trust and be happy in investing here rather than going somewhere else (Chinyere, 2008). The country can be friendlier to investors by changing the perception on security and corruption. Nigeria and South Africa remained the major capital markets in Africa, adding that UK would be glad to partner with them and achieve mutual results.

According to Major Lewis, (2008) who said “UK was interested in partnering with Nigeria in the power sector, adding that power was a major problem in Nigeria. ‘we will love to partner and help Nigeria’ in relation to these matter and this could be achieved through international capital market and Public Private Partnership (PPP) among others “.

**(e) Infrastructure and the economy**

Infrastructure has linkages that have real financial and fiscal dimensions on the economy. An example of real linkage will be the employment effects in an economy. Financial effect revolves around the implication of borrowing by public infrastructure enterprises, subsidies, user charges and cost recovery. There are also long term effects of infrastructure, for instance, effects of infrastructure on land use; the location of economic activities, the pace of urbanization and the sharpening and density of cities. Infrastructure has effects on poverty. Drawing from Whittington (1990) Israel, (1992) argued that infrastructure problems can affect the poor disproportionately such that those that are poor are forced to obtain more expensive and less safe alternatives. Logic suggests that higher income groups will capture the best services available. The negative environmental effects of inadequate

infrastructures like air and water pollution are most evident in densely populated inner cities, where the poor are concentrated. Inadequate services can also affect the labour productivity of the poor and access to employment. Inadequate access to services such as transport, can reduce the time available to the poor to engage in income – earning or domestic activities. The bottom line of the infrastructure-poverty nexus is that activities that have a high potential to generate employment for the poor are particularly hurt by infrastructure deficiencies.

For an agrarian economy like that of Nigeria, rural infrastructure is critical to both economic and social development. According to Poyliquen (1999), absence of rural infrastructure thwarts growth and typically the poor are hurt the most. Word Bank made the economic case for rural infrastructure as follows:

When there are adequate communication networks, road, storage facilities, and electricity, farmers can obtain the information they need to grow the most profitable crops, store them, move them to market and receive the best prices for them. Today, up to 15 percent of production is lost between the farm gate and the consumers because of poor roads, and storage facilities, thus reducing incomes to farmers and raising costs to urban consumers. As cities grow, the need for infrastructure becomes all the more important (World Bank, 2008: 41)

The links between rural infrastructural and the growth of the rural economy are either direct or indirect. Lower production costs will lead to higher agricultural output and higher incomes for rural populations. Better infrastructure also leads to changes in attitudes that may have even more important long – term impacts on rural development for example, Ahmed (1996) while commenting on the relative neglect of rural infrastructure in the “1994 World Development Report on infrastructure wrote:

The most profound effect of infrastructural development could be on the attitude and values of rural households, even though such changes are the least visible of casual observers. Development of transport and communication infrastructure enhances the mobility of people and information through reduction in cost and time. The resulting increase in interaction with the outside words and



the informal education process that such interactions involves contribute to changes in attitude and human capital development. The effects of these individual changes are reflected in the increasing adoption of family planning practices, diminishing faith in superstitions, increasing preference for consumer goods produced outside to mention but a few. (Ahmed, 1996: 54)

**(f) Road network, vital socio-economic and political development**

Road network is vital to socio-economic development of any nation and that is why developed and developing countries focus their attention on providing such basic infrastructure. It is a well known fact that road network is seriously lacking in all states of the nation e.g. Edo State. The State Commissioner for works has emphasized that the contractors handling road projects has all the necessary equipment and technical expertise to execute the several road projects. He further stated that the state has attached top priority to the provision of roads infrastructure in both urban and rural areas and assured that the contractor will meet the specification and deadline (Wikipedia, 2011).

**(g) Infrastructural decay and environmental effects**

Nigeria has four national refineries and none is working to full capacity. We still have the problem of high price of petroleum products, oil spillage, environmental hazards due to ineffective and inefficient management, and also due to infrastructural decay in our nation (Arosanyin, 2007). The presence of oil has significant socio-economic impacts, from accidents and routine activities such as seismic exploration, drilling and generation of pollution, waste oil extraction is costly and sometimes environmentally damaging, although, John Hunt from woods Hole pointed out in 2007 in his paper that over 70% of the reserves in the world are associated with visible macro seepages and many oil field are found due to natural leaks. Offshore exploration and extraction of oil disturbs the surrounding marine environment. Extraction may involve dredging, which stirs up the seabed, killing the sea plants that marine creatures need to survive (Wikipedia, 2011).

Crude oil and rebound fuel spills from tanker ship accidents have damaged fragile ecosystems in Alaska, the Galapagos Island, Spain, Delta in Nigeria and many others. These are due to infrastructural decay in these areas.

Burning oil releases carbon – dioxide, into the atmosphere, which contributes to global warming per energy unit, oil produce less CO<sub>2</sub> than coal, but more than natural gas. With adequate infrastructural facilities in place, in these areas, the environment can be rest assured and save for the future development.

**(h) State of infrastructure in Nigeria stylized facts**

The state of infrastructure in Nigeria has remained a matter of concern given the importance of infrastructures in economic well being of the populace and the growth and development process of the economy. Unfortunately, various performance indicators in respect of these infrastructural facilities points to the fact that their performances remained unsatisfactory. It seems to be a well known fact that the infrastructural facilities in this country are grossly inadequate to meet both old and new ones, and the population.

Oke (1999) observed that existing industries have to provide their own water by digging boreholes, generating their own power through the provision of stand-by generators for electricity supply. For new investments, projects cost has to include the cost of providing these utilities in the new factory site. Available data on consumer price index seems to suggest that the rate of price changes in infrastructure – related commodities might have had the influence of the law of supply that associates price increase with inadequacy of supply (it is interesting to know/note that, price levels for infrastructures appears to be lower in the rural areas as against their levels in urban areas. This suggests one thing: that rural dwellers have the tendency to shift their demand for infrastructural facilities to less qualitative and possibly less modern alternatives). For example, in the face of acute shortage of safe water, rural dwellers are at liberty to take to alternatives like stream water. Also, fuel wood is bound to replace energy inputs like electricity in the rural areas (Uchendu, 2007). Self medication in the rural areas for want of adequate health services and for absence of effective demand can also explain the differences in the price indices for health related expenditure in the two locations (rural and urban areas) (Oviasuyi and Uhunmwuango, 2003).

Furthermore, some urban and most rural roads are in a state of disrepairs and consequently not motorable. Oke (1999) revealed that Nigeria losses about N80 billion annually, due to bad roads. Rail services have ceased to be relevant to industrial activities. Telecommunications network is inadequate for the need of industries located in different parts of the country. Where

some of these infrastructure services are available, they are epileptic in terms of performance and therefore not reliable.

### **Research questions**

1. Does infrastructural decay prevent the growth and development of the economy?
2. Is corruption responsible for infrastructural decay in Nigeria?
3. Does the government play an active role to restore and improve the infrastructural facilities?

### **Research hypotheses**

- (i) There is no significant relationship between growth and development of the economy and infrastructural decay in Nigeria.
- (ii) There is no significant association between corruption in high places and the capacity of government to address infrastructural decay in Nigeria.
- (iii) To examine the extent to which the role played by government provide improvement to the infrastructural decay.

### **Methodology**

This paper adopted the survey design which elicit data from the sample selected for the study through various techniques such as the questionnaire, interview etc. The choice of this design was informed by the fact that it seeks to provide the opportunity for the members of various organizations to express their views.

In order to carry out the research, a total of 100 questionnaires were self administered amongst various organizations in Benin City. However, all the questionnaires were retrieved, which represents hundred percent (Agbadudu, 1994).

The chi square ( $\chi^2$ ) formula was also adopted mainly in the computation of data that was obtained from our survey.

## Data Analysis

Formula

$$\chi^2 = \sum = (O_1 - e_1)^2$$

Where:

$$1 \frac{k}{e_1}$$

Where  $\chi^2$  = chi-square sign

$\sum$  = sigma sign meaning to add up

$f_o$  = frequency observed

$f_e$  = frequency expected.

$k$  = Number of rows

Source: (Osemwota, 1996:122)

The formula was used to analyzed all types of contingency table.

## Data presentation

In order to carry out the research, a total of 100 questionnaires were self administered amongst various organizations in Benin City. However, all the questionnaires were retrieved, which represents hundred percent.

## Analysis of interpretation

Percentage will be used to analyze response to questionnaire and they will be tabulated. The purpose of using percentages is to simplify the problem of comparison and numerical form such as statistical conclusion.

**Question 1:** *Does infrastructural decay prevent the growth and development of the economy?*

RESPONDENT	FREQUENCY	PERCENTAGE
Yes	90	90%
No	10	10%
TOTAL	100	100%

Source: Field work (2011)

The above table one shows that ninety percent (90%) of the respondents agreed that infrastructural decay is responsible for political and economic degradation and growth in Nigeria, while ten percent (10%) of the respondents disagreed.

**Question 2:** *Is corruption responsible for infrastructural decay in Nigeria?*

RESPONDENT	FREQUENCY	PERCENTAGE
Yes	95	95%
No	5	5%
TOTAL	100	100%

Source: Field work (2011)

95% of the respondents testified to the fact that corruption plays an active role in infrastructural decay in the country, as they agree that corruption is responsible for infrastructural decay in the nation, while 5% of the respondents disagreed. Government should try and eradicate corruption or minimize it, in order for infrastructural development to further enhance growth and development.

### **Decision rule**

Since the calculated ( $\chi^2$ ) chi square value of 1 is lesser than the tabulated ( $\chi^2$ ) chi square value of 3.84. We shall then reject the alternative hypothesis and accept the null hypothesis, which states that there is no significant relationship between political and economic growth and infrastructural decay.

**Hypothesis 1:** *There is no significant relationship between growth and development of the economy and infrastructural decay in Nigeria.*

TABLE 3

RESPONDENT	FREQUENCY	PERCENTAGE
Yes	45	45%
No	55	55%
TOTAL	100	100%

Source: Field work, (2011)

$$45/100 = 45\%$$

$$55/100 = 55\%$$

Table 3(a)

RESPONSE	O	E	O - e	(O - e) <sup>2</sup>	$\frac{(O - e)^2}{E}$
Yes	45	50	- 5	25	0.5
No	55	50	5	25	0.5
TOTAL	100	100	0	50	1

Source: Field work, (2011)

Computed from table 3(a).

$$e = 100/2 = 50$$

Decision level of s.g. = (5%) = 0.05

$$\text{d.f.} = k - 1 = 2 - 1 = 1$$

$$\chi^2 \text{ cal} = 1$$

$$\chi^2 \text{ tab at } 0.05 \text{ and } \text{d.f.} = 3.84$$

$$\chi^2 \text{ cal}_1 < \chi^2 \text{ tab } 3.84$$

### Decision rule:

It is noted from the table above (table 3a) that, the calculated ( $\chi^2$ ) chi-square value of 1 is lesser than the tabulated or the table value of chi square ( $\chi^2$ ) 3.84.

We then reject the alternative hypothesis and accept the null hypothesis, which states as follows: There is no significant relationship between growth and development of the economy and infrastructural decay in Nigeria.

**Hypothesis 2:** *There is no significant association between corruption in high places and the capacity of government to address infrastructural decay in Nigeria.*

Table 4

RESPONDENT	FREQUENCY	PERCENTAGE
Yes	95	95%
No	5	5%
TOTAL	100	100%

Source: Field work (2011)

$$95/100 = 95\%$$

$$5/100 = 5\%$$

Table 4(a)

RESPONSE	O	E	O - e	(O - e) <sup>2</sup>	$\frac{(O - e)^2}{e}$
Yes	95	50	45	2025	41
No	5	50	- 45	2025	41
TOTAL	100	100	0	4050	82

Source: Field work (2011)

Computed from table 4(a)

$$e_1 = 100/2 = 50$$

level of significance 0.05 (5%)

degree of freedom (d.f)

$$= k - 1 = k = 2 \therefore 2 - 1 = 1$$

$$\chi^2 \text{ cal } 82$$

$$\chi^2 \text{ tab at } 0.05 \text{ at } 1 \text{ d.f} = 3.84$$

$$\therefore \chi^2 \text{ cal } 82 > X^2 \text{ tab } 3.84$$

### Decision rule:

From the above computation, it shows that the computed value of  $\chi^2$  (3.84): Hence, we reject the null hypothesis and accept the alternative hypothesis, which states that, there is significant association between corruption in high places and the capacity of government to address infrastructural decay in Nigeria.

**Hypothesis 3:** *The federal government has no positive impact in infrastructural development in Nigeria.*

Table 5

RESPONDENT	FREQUENCY	PERCENTAGE
Yes	74	74%
No	26	26%
TOTAL	100	100%

Source: Field work (2011)

$$74/100 \times 100/1 = 74\%$$

$$26/100 \times 100/1 = 26\%$$

Table 5(a)

RESPONSE	O	E	O - e	(O - e) <sup>2</sup>	$\frac{(O - e)^2}{e}$
Yes	74	50	24	57.6	11.5
No	26	50	- 24	57.6	11.5
TOTAL	100	100	0	1,152	23

Source: Field work (2011)

Computed from table 5(b)

$$e = 100/2 = 50$$

level of s.g = 0.5 (5%)

$$d.f = k - 1, \quad k = 2$$

$$2 - 1 = 1$$

$$d.f = 1$$

$$\chi^2 \text{ cal} = 23$$

$$\chi^2 \text{ tab } 0.05 \text{ at } 1 \text{ d.f} = 3.34$$

$$\text{Hence } \chi^2 \text{ cal} > \chi^2 \text{ tab } 3.84$$

**Decision rule:**

From the above computation, it can be observed that the computed  $\chi^2$  (23) is greater than the tabulated value  $\chi^2$  (3.84). We can therefore conclude that the federal government has no positive impact in infrastructural development in Nigeria.



## **Conclusion and recommendation**

Based on the analysis and interpretation of data carried out in this paper, the following findings were observed:

- Infrastructural decay prevents growth and development of the economy.
- Corruption is responsible for infrastructural decay in Nigeria.
- The government has a vital role to play, to restore and improve infrastructure in the Nigeria nation.
- There is no relationship between economic growth and infrastructural decay.
- The federal government has no positive impact in infrastructural development in Nigeria.

Consequently, the analysis of this paper shows that, infrastructure are better place for growth opportunities and expansion if the economy will improve.

Furthermore, corruption as a major impediment militating against the growth and expansion of infrastructure, should be eradicated or minimized in order to allow much productivity in the nation and to the citizenry.

The following recommendations were therefore made:

- That government should further encourage and strengthen the development of infrastructure in the nation, by creating the enabling environment that will enhance industrial development.
- Companies and other organizations, e.g. non-governmental organization, should brace up to their social responsibility, this will further enhance infrastructure in the nation.
- Policy makers and/or stakeholders should examine issues pertaining to the maintenance of infrastructural amenities in the country, to replace the decayed infrastructure – maintenance culture should be held with utmost importance as regards activities and facilities in the nation.
- Finally, government should address, the challenges facing the nation's infrastructure and then proffer possible solution to tackle the situation.

## References

- Agbadudu, A. B (1994) *Statistics for Business and the Social Sciences* (Revised edition); Benin; Uri Publishing Limited.
- Ahmed D. (1996) *The Diabetic Nature of the Nigerian State, African Path Ideal Connections* <http://www.africanpath.co> retrieved on December, 2011
- Arosanyin, O. (2007) *Road Accidents in Nigeria* in Wikipedia caught from <<http://www.newnigeriannews.com>>
- Central Bank Development Report (2008) *Defining an Environmental Development Strategy for the Niger Delta*” Vol 11 Industry and energy operation West Africa Development.
- Chinyere, A. (2008) *UK recover £40 million for Nigeria*. Retrieved from <<http://www.vanguardngr.com/index.php?option=com-content&task=view&id=9236&item>>
- Lewis. D. (2008) *Infrastructural Decay in Nigeria* Wikipedia caught of June 2011
- Natufe, O. I. (2006), *Governance and Politics in Nigeria*, (A Lecture Delivered at the Department of Political Science & Public Administration, UNIBEN November)
- Oke, A. A. (1999) *Integrated Rural Development, Meaning, Scope and Components*”, Conference Paper on Integrated Rural Development and Women in Development, Benin City.
- Okhakhu, P.A. (2009) *The Socio-Economic Implication of Infrastructural Decay in Nigeria* being Seminar paper at the Department of Business Administration, University of Benin
- Osemwota, O.( 1996) *Sampling Techniques in O. Osemwota M.A. Okhakhu and D.A. Tonwe (eds.) Research and Statistical Methods in Social Sciences, Humanities and Education*, (Lagos, Amfitop Book Company).
- Oviasuyi, P.O and Uhunmwuango, S.O (2003) “*Strategies for Ensuring Rural Development in the Niger Delta: Lessons from China*,” in F.E. Iyoha, S.O.J. Ojo and P.O. Oviasuyi (eds), *Women, Youth*

*Restiveness and Development in the Niger Delta*, Ekpoma, Institute of Governance and Development.

- Perrow, C. (2007), *Complex Organizations: A Critical Essay*. Glenview III, Scott, Foresman Publication Company.
- Poyliquen, P.K. (1999) *Internal Migrations and Rural Development in Nigeria: Lessons from Bendel State*, Ibadan, Heinemann Educational Books.
- Uchendu, K. (2007) State of Infrastructural in Nigeria: Stylized facts Wikipedia, caughted [http:// www. newnigerianews. com / perspective - 3. htm](http://www.newnigerianews.com/perspective-3.htm)
- Uhunmwuango, S.O and Epelle, A. (2007) *Problems and Prospects of Rural Development Planning in Nigeria (1966-2006)* *International Journal of Communication* No.7 Vol. 2 (UNN, NSUKKA)
- Whittington, P.S (1990) *Civil-Military Relations, The Soldier and the State* in Joseph V. Monttville (ed) *Conflict and Peacemaking in Multiethnic Societies*, Lexington: Lexington Books
- World Bank Development Report (2008) *The Importance of Infrastructure to Economic Development. An example from China*. Wikipedia caughted [http://www.//.allatrica.com / stories / 200708240645. html](http://www.allatrica.com/stories/200708240645.html)
- Wikipedia (2011). [http://www.worldbank, org/ieg/licus/](http://www.worldbank.org/ieg/licus/) retrieved on 23rd February, 2011